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STATEMENT OF SIGNIFICANCE

Maywood, in Arlington County, Virginia, is significant as a planned residential suburb of Washington, D.C. dating from the early 20th century. The early development of the community is tied to the life span of the commuter railroads in Arlington County, which provided service to this area from 1906 to 1934. Maywood was initially planned in five sections by Hugh A. Thrift of the Conservative Realty Company between 1909 and 1913. The community developed primarily between 1909 and 1929, with development decreasing during the 1930s. Like other early-20th-century suburban developments, Maywood was promoted as a highly desirable and easily accessible alternative to the over-crowded, polluted urban environment. Maywood offered clean air, a spacious, natural setting and inexpensive land that was “one car fare” from any part of Washington, D.C.¹ Residents were almost exclusively white working- and middle-class individuals employed by the federal government, or in the service, construction or retail industries. Architecturally, Maywood features a substantial number of single-family dwellings that reflect the fashionable residential building forms and styles of the early 20th century. Surrounded on two sides by major transportation routes through Arlington County, Maywood exhibits examples of four-square, cottage, bungalow, Cape Cod, and two-story gable-front houses executed in the Queen Anne, Colonial Revival, Craftsman, or Tudor Revival styles.

Eligible under criteria A and C of the National Register of Historic Places, the Maywood Historic District has a period of significance extending from 1906 to 1941 and reflects the themes of architecture and community planning and development. There are 155 contributing primary resources in the historic district, and 38 non-contributing primary resources.

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Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.

Maywood meets Criterion A of the National Register of Historic Places as a planned suburban residential community developed during the early 20th century for working- and middle-class families. The Great Falls & Old Dominion Railway began passenger service from Rosslyn to Great Falls, Virginia, in 1906, prompting residential and commercial development around the railway stops. Maywood, initially planned in 1909 in a sparsely developed area of Arlington County, was located a short distance from the Cherrydale stop and developed rapidly during the 1910s because of its close proximity to the commuter railway. In 1912, the neighborhood received further impetus with the opening of the Bluemont line, which ran from Alexandria to Bluemont, Virginia. The transfer stop for the two lines was located at Thrifton Junction (now Lyon Village Shopping Center) at the southeast corner of Maywood. With a regular and dependable commuter railway in place, Maywood continued to grow steadily during the 1910s and 1920s, with 93% of lots in the neighborhood sold by 1925.² Development in Maywood slowed drastically throughout the 1930s and 1940s, due to general economic decline, and did not resume until after World War II (1941-1945).

Criteria C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Maywood meets Criterion C of the National Register of Historic Places for its substantial concentration of early-20th-century residential resources representing the building forms and styles popular during the period in which it was platted and improved. Local builders and architects, including John Smithdeal, Lachlan MacPherson, and J. Arthur Conner, designed a number of the residences, including their own homes in Maywood.

Maywood is home to the greatest concentration of early-20th-century Queen Anne-style

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buildings in central Arlington County. The buildings in Maywood are primarily four-squares, cottages, bungalows, and two-story gable-front houses executed in the Queen Anne, Colonial Revival, Craftsman, and Tudor Revival styles. The oldest buildings in the neighborhood, dating to the 1910s, are concentrated along the two major east-west streets in the neighborhood: 21st Avenue, North and 22nd Street, North. The wood-frame houses range in size from two-and-a-half-story four-squares and front-gable houses on a grand scale to quite modest bungalows and cottages. Large and small houses were located next to one another in most areas of the neighborhood, so that there was no strong sense of a hierarchy of location as was often the case in contemporary neighborhoods in Arlington.

HISTORICAL BACKGROUND

Arlington County

Arlington is a twenty-six-square-mile county located in Northern Virginia on the west side of the Potomac River, directly across from Washington, D.C. The county is bounded by Fairfax County to the north and west, the city of Alexandria and Four Mile Run to the south, and the Potomac River to the east. Arlington County's association with Washington, D.C. began as early as 1791, when the Commonwealth of Virginia ceded approximately thirty-one square miles of land in Fairfax County as the site of the new national capital. Designated as "Alexandria County in the District of Columbia," this land would eventually become Arlington County and Alexandria City. At this time, the area known as Arlington was primarily a small crossroads community, surrounded by scattered development. Andrew Ellicott commented on Arlington's overwhelmingly rural character on June 26, 1791 in the "Surveyors Camp, State of Virginia:"

The country through which we are now cutting one of the ten-mile lines is very poor. I think for near seven miles, on it there is not one house that has any floor except the earth, and what is more strange is it is in the neighborhood of Alexandria and Georgetown..."³

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Congress ratified the cession of Alexandria County in 1801. Established as the county seat with a circuit court, orphan's court, and levy court, the city of Alexandria asserted its role as the commercial and social center of the county. Referred to as the "country part" of the county, the Arlington area remained rural with agricultural interests. The land was improved and maintained by just a few large plantations throughout this period, most notably the Alexander-Custis plantation known as Abingdon, and the George Washington Parke Custis plantation known as Arlington Plantation. The remainder of the cultivated land was primarily made up of small plots held by small-scale farmers and tenants. In 1801, the population of Alexandria County was 5,949 with all but 978 living in the city of Alexandria.⁴ Although the population of the Arlington area did increase during the early 19th century, the majority of the county's population remained concentrated in the city of Alexandria. Of the 8,552 who lived in Alexandria County in 1810, only 1,325 lived in the rural part of the county. By 1820, the rural population had increased by only 160 persons with a total of 1,485 of the 9,703 total county residents living outside the town limits.⁵

New farms were developed in the Arlington area throughout the early to mid-19th century. Attracted by a less industrial way of life and the availability of good inexpensive land, a number of new residents from New England and the Middle Atlantic states settled in the area. Many of the residents erected houses in the county, although not all buildings were constructed as permanent residences. Providing a refuge from the sweltering heat of the District of Columbia swamps, the ridge of rural Arlington was also home to a number of summer cottages and hunting lodges. Beginning in 1824 George Washington Parke Custis invited friends to the area for a Fourth of July celebration in 1824. Eventually becoming a commercial enterprise, Custis's Arlington Springs was improved by the construction of various structures including a kitchen, dining hall, and dancing pavilion. Frequented by as many as 200 guests a day, the resort was accessible by boat from Washington, D.C. and Alexandria.⁶

The ties of the Arlington area to Washington, D.C. continued, and were physically manifested with the construction of bridges that replaced the ferries of colonial times. The first bridge to cross the Potomac River into Arlington was located at the site of the current Chain Bridge. The new bridges, and Arlington's proximity to the city of Alexandria, resulted in the development of

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local turnpike companies and several turnpikes running west to Leesburg.⁷

Alexandria County, including the city of Alexandria and what is now known as Arlington County, was returned to the Commonwealth of Virginia following a referendum among its citizens in 1846-1847. Alexandria remained the area's center of commerce, trade, and domestic development, spurred on by the construction of canals, railroads, and trading routes. Improved roadways and the railroad further encouraged commercial prosperity by providing the necessary links between farms and commercial centers. The railroads, however, did not cross the river until after the Civil War, when Union forces laid rails along the Long Bridge.⁸

In the decades leading up to the Civil War (1861-1865), the population of Alexandria County expanded to 9,573 residents in 1830. Of this number, 1,332 lived in the county. By 1840, the population of the county had increased to 9,967 with 1,508 living in the county, and in 1850, 10,008 with 1,274 living in the county.⁹ According to the 1850 census, most of those in rural areas were employed as farmers or laborers, although teachers, merchants, papermakers, carpenters, millers, shoemakers, clerks, tollgate keepers, blacksmiths, and clergymen were also noted.

The Civil War and the period of Reconstruction that followed weakened the local government of Arlington, allowing corrupt local politicians to dominate for the remainder of the 19th century. In 1870, Alexandria City and County officially separated their jurisdictions, although the Alexandria County Courthouse remained in Alexandria City until 1898. During this period, Alexandria County continued to be sparsely developed and largely rural. G.M. Hopkins's *Atlas of Fifteen Miles Around Washington including the Counties of Fairfax and Alexandria, Virginia*, published in 1879, documented just a handful of commercial establishments and a few blacksmith shops in the Arlington area, but nothing that could be called even a village.¹⁰ Light concentrations of buildings had begun to occur in such communities as Rosslyn and Ball's Crossroads.

During the late 19th century, however, the largely rural Arlington area began to experience unprecedented growth stemming from the rapid expansion of Washington, D.C. Transportation

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advances and improved communication attracted real estate developers who began buying up tracts of land for suburban developments, stimulating a number of communities including Glencarlyn, Clarendon, Ballston, Cherrydale, and Rosslyn.¹¹ Arlington received further impetus when county residents voted in 1896 to have the courthouse moved from Alexandria City to a site in the county. The new Alexandria County Courthouse, located on the site of the present-day Arlington Courthouse, was dedicated in 1898. It was not until 1920 that the county name was changed from Alexandria County to Arlington County.

Prior to the Development of Maywood, 1708-1909

In 1708, Lord Fairfax issued a Virginia land grant to Thomas Goin(g) that included the land that would become Maywood.¹² Several years later, in 1735, a portion of Goin(g)'s tract was acquired by inheritance by George Mason, famed Virginia patriot.¹³ At Mason's death in 1792, the land, which would become known as the "Mason Tract," passed to his son, General John Mason.¹⁴ Mason resided on Analostan Island, later Theodore Roosevelt Island, and operated a ferry from Georgetown to Rosslyn.¹⁵ Under the ownership of John Mason, the Mason Tract consisted of 1,822 acres of land on the Potomac River, extending from Arlington House to the Chain Bridge.¹⁶ John Mason went bankrupt in 1833, leading to the survey of the Mason Tract by Lewis Carberry in 1836 and the subdivision of the land into sixty-nine parcels for individual sale.¹⁷ The land that would become Maywood was contained within Lots 15 and 16.¹⁸

Prior to the development of Maywood, the land had been primarily undeveloped forest and meadowland.¹⁹ In 1907, a major event occurred that would ultimately impact the development of the area. The Great Falls & Old Dominion Railway, an excursion line initially intended to carry passengers from Washington, D.C. via Rosslyn, Virginia, across the Potomac from Georgetown to the weekend resort area of Great Falls, began running electric streetcars specifically for commuter traffic.²⁰ The railway ran parallel to Lee Highway in this section of Alexandria County, and numerous stops were established along the line, including one at Dominion Heights at North Monroe Street and Lee Highway.²¹ By providing an inexpensive and convenient method of travel for commuters to Washington D.C., the railway became a major stimulus for suburban residential and commercial development in the Arlington area. Maywood,

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located directly adjacent to the Dominion Heights stop, was one such development.

Platting of Maywood Subdivision, 1909-1913

In 1909, the first of five parcels of land that would become Maywood was purchased by the Conservative Realty Company. The development company, incorporated in South Dakota, was composed of principals John Harsha, president, and Hugh A. Thrift, secretary, and Harsha's son-in-law.²² Despite Harsha's senior title, Thrift appears to have been the active figure in the company.²³ Born in Boonesboro, Iowa, in 1873, Hugh Thrift was a veteran of both the Spanish-American War (1898) and World War I (1914-1918). Thrift moved to Washington, D.C. in 1902, and over the next forty years was responsible for eight residential developments in the Washington, D.C. area between 1902 and 1942, including Michigan Park in northeast Washington, D.C. and Jefferson Village in Arlington.²⁴ Thrift was also the developer for Woodmont, located directly adjacent to Maywood on the north side of Lorcom Lane. Maywood and Woodmont would together become known as "Thrifton Village," in honor of Hugh Thrift. Thrift married John Harsha's daughter, Margaret "May," for whom Maywood is said to have taken its name.²⁵ During the early development of Maywood, Thrift and his wife lived with John Harsha at 1602 17th Street, N.W. and had his offices in the Union Trust Building at 1405 New York Avenue, N.W. in Washington, D.C.²⁶ Thrift served on the board of directors of the First Federal Savings and Loan Association and the National Mortgage and Investment Company.²⁷ In his later years, Thrift was an active philanthropist and participated in charitable and religious ventures through his participation in the YMCA, the Metropolitan Memorial Methodist Church, and Children's Hospital.²⁸ Hugh Thrift died of leukemia in 1962 at the age of 89.²⁹

The Maywood subdivision was created out of four separate parcels of land. The initial Maywood development, as well as the Second and Fourth Additions to Maywood, derive from a portion of Lot 16 of the Mason Tract purchased by William Jewell in 1848.³⁰ In 1869, a portion of this tract was purchased at public auction from Jewell's heirs by John Patten, Sr.³¹ The land was inherited by John Patten, Jr., in 1878.³² In 1909, Patten and his wife subdivided their land and sold portions of it to the developer of Maywood between 1909 and 1913.³³ The First Addition to Maywood, along what is now North Monroe Street, derived from a portion of Lot 16

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of the Mason Tract acquired by John Downing from William and Jane Fall in 1867.³⁴ Downing subsequently sold the property to James and Catherine Sheridan in 1872.³⁵ Late in 1872, the property was acquired by Elizabeth C. Nelson, and remained in the Nelson family until 1903, when the nine-acre parcel was sold to Crandal Mackey.³⁶ Mackey subdivided his land and sold a 1.3-acre parcel to the Maywood developer in 1909.³⁷ The Third Addition to Maywood derived from a portion of Lot 15 of the Mason Tract acquired by Robert Cruitt in 1847.³⁸ The property remained in the family until sold in 1912 to the Maywood developer by Cruitt's granddaughter, Evanina F. Mackall.³⁹

The property that contained 2300 North Lincoln Street, also known as the Digges House after the family that resided in it from 1937 to 1982,⁴⁰ was derived from a portion of Lot 16 purchased by Henry F. Smith in 1870.⁴¹ This lot was not part of the original Maywood development as laid out by Hugh Thrift, and was never owned by the Conservative Realty Company. Extant architectural evidence suggests that the building on the lot at 2300 North Lincoln Street was built during the first decade of the 19th century, and was likely already in existence by the time Thrift began buying up land for Maywood. Thrift did, however, account for the property in his extension of North Lincoln Street to the end of the north property line of the Second Addition to Maywood, and in the provision of an alleyway along the west property line of the Fourth Addition to Maywood.

Early Development of Maywood, 1909-1929

The individual tracts that made up the five sections of Maywood comprised a total of seventy-three acres of land.⁴² Thrift paid an average of \$542 per acre, and advertised his lots at \$750 an acre, bringing him \$118 per acre to cover development costs and profit.⁴³ Apart from the grading of dirt roads, extension of county gas lines, and the platting of individual lots, few development costs appear to have been incurred by the Conservative Realty Company. There was initially no sewage system or electric power lines in the neighborhood. A resident of Maywood since 1915, Robert McAtee explained that the neighborhood was "all woods until they built the houses."⁴⁴ Nevertheless, lots in Maywood sold rapidly and building began immediately thereafter. The Conservative Realty Company made their first lot sales on June 24, 1909.⁴⁵ On

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that day, five lots were sold to three different individuals. The first areas to be developed were those in the original section of Maywood, and in the First and Second Additions, all of which were acquired by the Conservative Realty Company in 1909. This included those houses on 21st Street, North, 22nd Street, North from 3301 west, and North Monroe Street, North Nelson Street, North Lincoln Street, and the southern end of North Kenmore Street. The Third Addition, the eastern portion of the neighborhood roughly from North Jackson Street east, was acquired in 1912, and the Fourth Addition shortly thereafter in 1913.⁴⁶

Several local builders are known to have built houses in Maywood during the initial development phase. The most prominent builder was John Smithdeal, who built several houses in the neighborhood during the 1910s, including the houses at 2101 and 2100 North Irving Street, the latter serving as his home for two years.⁴⁷ In 1915, Smithdeal built the house at 3200 22nd Street, North, a particularly outstanding example of a Craftsman bungalow.⁴⁸ When completed the house was purchased by the McAtee family, and has remained in the family ever since.⁴⁹ Also known to have worked in Maywood is Lachlan MacPherson who built a number of houses along North Jackson Street.⁵⁰ MacPherson lived with his family for over ten years in the house that he built at 3210 23rd Street, North in 1916.⁵¹ He is also responsible for developing MacPherson's Addition to Cherrydale, a small subdivision directly southwest of Maywood along North Oakland Street.⁵² This area is now part of Maywood. Another builder known to have worked in Maywood is J. Arthur Conner, who appears to have frequently worked with John Smithdeal. Conner and Smithdeal built the house at 3213 23rd Street, North, in which Conner lived with his family until 1932.⁵³ Conner also built houses in Cherrydale⁵⁴ and Minor's Hill in Arlington.⁵⁵

Like other early-20th-century suburban developments, Maywood was promoted, according to the suburban paradigm, as a highly desirable and easily accessible alternative to the over-crowded, polluted urban environment of Washington, D.C. The neighborhood offered clean air, a spacious, natural setting and inexpensive land just "one car fare" from any part of Washington.⁵⁶ From the beginning, Maywood attracted a much more economically diverse mix of residents than other neighborhoods in Arlington such as Ashton Heights, which was marketed specifically to white middle-class commuters to Washington, D.C. Houses built in Maywood were single-

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family, although some took in boarders.⁵⁷ They ranged in size from two-and-a-half-story four-squares and front-gable houses on a grand scale, such as the house of government employee Alfred Thompson at 2100 North Irving Street, to quite modest bungalows and cottages, such as the home of laborer Randolph Jenkins at 3650 22nd Street, North.⁵⁸ Furthermore, large and small houses were located next to one another in most areas of the neighborhood, so that there was no strong sense of a hierarchy of location as was often the case in contemporary neighborhoods in Arlington.

Consequently, early residents of Maywood were employed in both working- and middle-class professions. Federal government workers constituted the largest demographic represented in Maywood during the 1910s and 1920s, and almost all would have traveled the commuter railway to offices in downtown Washington, D.C. Federal government agencies represented during this period included virtually every major department of the federal government: Navy, Army Air Corps, Marine Corps, War Department, Department of State, Department of the Treasury, Department of the Interior, Department of Commerce, Department of Agriculture, Department of Labor, Government Printing Office, General Accounting Office, Post Office, Census Office, Office of Indian Affairs, Internal Revenue Service, Bureau of Standards, Bureau of Engineering and Printing, Veterans Bureau, Bureau of Mines, Weather Bureau, Shipping Board, Pension Office, United States Geological Survey, Forest Service, White House, and the Interstate Commerce Commission.⁵⁹ A substantial number of residents were employed by local governments in Washington, D.C. and in Arlington in such occupations as policemen, firemen and teachers.⁶⁰

Maywood in the 1910s and 1920s was home to an unusually high number of residents employed in virtually every aspect of the building trades. This is indicative not only of the economic diversity of early Maywood, but also of the enormous amount of construction work available in Arlington during the period. Residents of Maywood included civil engineers, draftsmen, builders and contractors, foremen, carpenters, bricklayers, pavers, concrete block-makers and cement workers, plasterers, tile setters, glaziers, paper hangers, painters, plumbers, electricians and general laborers.⁶¹ It is likely that these men were employed locally and involved in the construction of Maywood, as well as the surrounding neighborhoods of Cherrydale, Woodmont,

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Lyon Village, Ashton Heights, Clarendon and Lyon Park. Direct evidence of this is seen in Maywood, where a number of residents employed their trade in the construction of their own houses. Carpenter Herbert R. Tucker built his home at 3312 23rd Street, North circa 1914 and lived in it until his death in 1949.⁶² Plasterer Alonzo Havener stuccoed the exterior of his home at 3313 22nd Street, North in a distinctive manner called "pebble dash," so called for the tiny pebbles embedded in the stucco.⁶³ Bricklayer Harvey C. Beall of 3610 21st Avenue, North built a sizeable masonry garage behind his house with bricks he had salvaged on the job.⁶⁴ Residing at 2304 North Kenmore Street during the period was Charles Toone, a "cement worker" who founded Cherrydale Cement Block Company, located on Lee Highway, in 1922.⁶⁵ The company offered a variety of concrete-block products, including decorative blocks and "Watertite Sewer Blocks," which may have been used in the construction of the Arlington County sewer system in the 1930s.⁶⁶ Toone promoted his product as a "fireproof" alternative to the more prevalent wood-frame construction.⁶⁷ His concrete blocks were known to have been used in the construction of residential and commercial buildings in Cherrydale, Lyon Park and Lyon Village, and very likely used in Maywood.⁶⁸

In addition to government and construction workers, Maywood residents were employed in the service, retail and manufacturing industries. Common occupations of Maywood residents during the period include printer, salesman, engineer, machinist and auto mechanic. Professional occupations represented in Maywood included a large number of clerks, bookkeepers and other related accounting occupations, a few lawyers and physicians, and one baseball player.⁶⁹ Professional baseball player Edward P. Gharrity, who played for the Washington Senators, lived at 3211 22nd Street, North in the 1920s, and was particularly popular with the young children in the neighborhood.⁷⁰

As in nearby Ashton Heights, lots in Maywood were initially sold with a number of social and building restrictions. Throughout the 1910s, deeds from the Conservative Realty Company for lots in Maywood stipulated a twenty foot building setback, right-of-way for a sidewalk, and prohibited not only the manufacture and sale of "intoxicating liquors" but also the occupancy or sale of the land to individuals "of African descent."⁷¹ Consequently, most residents of Maywood during the 1910s and 1920s were Caucasian. At least one African-American family, however, is

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known to have resided in Maywood during the period. George T. West, a laborer who lived in a now-demolished house on 21st Avenue, North near the railroad tracks, is said to have been the neighborhood handyman and appears to have achieved some acceptance.⁷² Robert McAtee explained that “Unfortunately, a lot of people had prejudices, but I was not among them. We used to play with his children and have a grand old time.”⁷³

Maywood was built as a residential neighborhood that benefited from the Cherrydale commercial corridor on Lee Highway immediately to the south and southwest. In the 1910s, this commercial strip consisted of the local Cherrydale Post Office at North Monroe Street, the Cherrydale Volunteer Fire Department, an ice house at North Lincoln Street, and Shreve’s Store, a general store located directly adjacent to the railway that had served as a local landmark since the late 19th century.⁷⁴ Groceries could be delivered to Maywood residents, including coal and wood for heating and cooking, fresh dairy products, honey, and bread from Mickey Holmes of Holmes Bakery, whose advertising pitch was “Holmes to Homes.”⁷⁵ Businesses were established within Maywood during this period, including two grocery/general stores. One of the stores was located in a small dwelling at 2206 North Kenmore Street and operated by grocer Ora T. Miller, who lived in the house next door at 2210 North Kenmore Street.⁷⁶ Maywood also served as the location of Cherrydale Fire Department, Engine No. 3, which was housed in a building at 3215 22nd Street, North.⁷⁷

In 1911, the Great Falls & Old Dominion Railway acquired the Bluemont line from the Southern Railway. The Bluemont line ran from Alexandria City to Bluemont, Virginia.⁷⁸ The company subsequently changed its name to the Washington & Old Dominion Railway. To bring the two lines together, the company updated the Great Falls line to a double-track electric railroad like the Bluemont line,⁷⁹ and then linked the two with a short track called the Rosslyn spur.⁸⁰ The point where the Great Falls line split off from the Rosslyn spur was at a new station called Thrifton Junction, located at the corner of Lee Highway and Kirkwood Road, at the southeast end of Maywood (now the site of the Lyon Village Shopping Center).⁸¹ The Washington & Old Dominion Railway began passenger service on the Bluemont line in 1912. The railroad company promised the “Lowest Fares Between Cherrydale and Washington,” and “safe and dependable service at all times,” when Lee Highway was still a dirt road.⁸² The establishment of

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this station provided further stimulus to the neighborhood expansion already taking place in Maywood.

In 1914, the Maywood-Woodmont Improvement League was established, composed of residents of the two neighborhoods known together as Thrifton Village. Like other neighborhood associations in Arlington, the Maywood-Woodmont Improvement League was formed to protect and advance the interests of residents. The organization was particularly active in promoting the single-family character of the neighborhoods, eliminating traffic hazards, school improvement, pedestrian safety, and general beautification.⁸³ The name of the organization was later changed to the Thrifton Village Improvement League, and then to the Parkway Citizens Association in 1943.⁸⁴ Among the activities of the league was the annual Fourth of July Carnival, first held in 1916. It was held in Maywood between 23rd Street, North and Lorcom Lane, a central location to both participating neighborhoods.⁸⁵ The event featured a tennis tournament, croquet, tug-of-war, baseball games and footraces, as well as political speeches and music by the Clarendon band.⁸⁶ In addition to the annual Fourth of July Carnival, Maywood residents enjoyed occasional entertainment by the Maywood Musicmakers, a band of local musicians that performed at dances and plays, and Susie's Kitchen Band, composed of Maywood women who played music on kitchen instruments.⁸⁷ Neighborhood children frequently fished and swam in Spout Run.⁸⁸

Although residents of Maywood had relatively easy access to the city, neighborhoods such as Maywood remained cut off from many urban amenities. Residents kept poultry, sheep and goats in their yards.⁸⁹ Maywood initially had no electricity, no sidewalks, no paved roads, and no regular street numbers until 1920.⁹⁰ Maywood received its current street names with the Arlington County reorganization in 1935. One of the major concerns of early residents in Maywood was the lack of a public sewage system. Arlington County did not construct a countywide sewage system until the 1930s. Before that, houses in Maywood either had an independent septic system or privies. To address this concern, the Thrifton Village Improvement League established the Thrifton Sanitary Corporation to handle waste disposal for the Maywood and Woodmont areas until the county system was installed.⁹¹

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Bolstered by the Washington & Old Dominion Railway, Maywood grew steadily between 1910 and 1930. By 1925, 93% of all lots in Maywood had been sold, and by the end of the 1920s, 67% of the houses in Maywood had been built.⁹² In 1928, Maywood had approximately 400 residents.⁹³ The growth in Maywood parallels that of Arlington County during the same period: in 1910, the population of Arlington County was 10,231, and by 1930, the population had grown 160% to 26, 615.⁹⁴ Particularly during the 1920s, the increase in the commuting population in Arlington County and the corresponding increase in the accessibility and use of the automobile led to significant improvements in roadways which enhanced the ease of travel by car into Washington, D.C. Unable to compete with the popularity of the automobile, the commuter railways fell into decline and, in 1934, the Washington & Old Dominion Railway ceased passenger service on the Great Falls line. However, the high number of garages built prior to 1936 in Maywood suggests that the automobile had by that time become the preferable method of commuting for many residents.⁹⁵

The drastic slowdown in development in Maywood during the 1930s and 1940s seems to relate more to the Stock Market crash in October 1929, which started the Great Depression. Most of the lots in Maywood had already been sold and built upon by that time. Only 17 dwellings were constructed throughout the neighborhood during the 1930s, both on preexisting platted lots and on subdivided lots.⁹⁶ By the time the United States joined World War II in 1941, residential construction in Maywood had all but ceased.

Development of Maywood After 1941

In the economic and housing boom following World War II, Maywood experienced residential and commercial development along its edges. In particular, a number of houses were constructed during the 1950s along the south side of Lorcom Lane and in the northeast corner of Maywood along 23rd Road, North and North Edgewood Street. North Monroe Street between 23rd Street, North and Lorcom Lane was developed with two-story Colonial Revival dwellings faced in brick veneer. This area, now part of Maywood, was not part of the original neighborhood as laid out by High Thrift and the Conservative Realty Company. Also during this period, North Oakland Street, originally part of Cherrydale, was extended to join with 21st

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Avenue, North, and new houses were constructed on both sides of the street. The developing commercial corridor along Lee Highway spread upward, resulting in the demolition of residential buildings on the side streets, particularly along North Monroe Street. In 1959, Lee Highway was widened to four lanes, partially incorporating the abandoned roadbed of the Washington & Old Dominion Great Falls line.⁹⁷ In the 1960s, the area between Lee Highway and 21st Avenue, North was further transformed with the construction of the Cherry Hill Apartments between North Oakland Street and North Monroe Street, and the Morene Apartments between North Monroe Street and North Lincoln Street. The first phase of the Maywood Mews condominium complex was built in the 1970s between North Monroe Street and North Lincoln Street. The complex was eventually expanded to the east side of North Lincoln Street.

In 1951, the Washington & Old Dominion Railway discontinued service on the Bluemont line and Rosslyn spur, resulting in the abandonment of the roadbed. By the 1960s, the Virginia Department of Transportation was planning U.S. Interstate 66, and the old Rosslyn spur roadbed was acquired with the intention of constructing the new interstate along its path. Property adjacent to the roadbed was acquired, and buildings located adjacent to the roadbed were razed. In Maywood, more than 25 dwellings located along the eastern boundary of the neighborhood were either moved to other locations, such as the house now located at 3400 21st Avenue, North, or demolished as a result of this project.⁹⁸ In 1979, local efforts resulted in the establishment of Thrifton Hill Park on the cleared property between the neighborhood and U.S. Interstate 66, which opened 1982.⁹⁹

Continuing their trend of community activism, the residents of Maywood approved in 1965 the Neighborhood Conservation Plan, making Maywood one of the first neighborhoods in Arlington to do so.¹⁰⁰ During the 1960s and 1970s, a number of new houses were constructed in Maywood amidst the older Queen Anne-, Colonial Revival- and Craftsman-style buildings, heightening residents' awareness of the historical characteristics of the neighborhood. The economic prosperity of the 1980s brought additional construction and alteration of existing historic houses.

A desire to preserve the historical aspects of the neighborhood led the Maywood Community Association to request local historic district designation in 1987, which was granted by Arlington

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County.¹⁰¹ Since the 1990s, Maywood, and other historic neighborhoods in the Washington, D.C. area, have experienced a common trend: rising property values leading to the demolition of existing buildings by real estate developers and speculative house builders for the purposes of replacing them with larger, more expensive houses with modern amenities. Large new houses have recently been built in a cul-de-sac on North Lincoln Street south of Lorcom Lane.

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ENDNOTES

¹ "Maywood," Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 2.

² Robert H. Brown, "Survey of Maywood Historic District, Arlington, Virginia," Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 5.

³ Tony P. Wrenn, *Falls Church: History of a Virginia Village*, (Falls Church, VA: Historical Commission of Falls Church, 1972), p. 6.

⁴ Arlington County Bicentennial Commission, *Historic Arlington*, Rev. ed. (Arlington, VA: Arlington County Historical Commission, 1976), p. 3. Of those living in the town of Alexandria, 875 were slaves. Of the 978 living in the country, 297 were slaves.

⁵ Census numbers from 1820 District of Columbia Census, p. 219.

⁶ C.B. Rose, Jr., and *Arlington County, Virginia: A History*, (Arlington County, VA: Arlington Historical Society, 1976), p. 69. This area was destroyed by the construction of nine parkways and roads bordering the Potomac River from the Key Bridge to the George Mason Bridge.

⁷ Rose, Jr., p. 75.

⁸ Rose, Jr., pp. 77, 105.

⁹ 1830 population total from District of Columbia Census, reel 35 and 1840 from District of Columbia Census, reel 932. 1850 census numbers from Dorothy Ellis Lee, *A History of Arlington County, Virginia*, (Richmond, VA, The Dietz Press, Inc., 1946) p. 153.

¹⁰ Rose, Jr., p. 138.

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¹¹ Rose, Jr., p. 140.

¹² Brown, p. 1.

¹³ Barbara Warnick Silberman and Gail H. Baker, "Maywood: Development of a Suburb, Birth of a Neighborhood," *The Arlington Historical Magazine*, October 1987, Vol. 8, No. 3.

¹⁴ Brown, p. 1.

¹⁵ Gail H. Baker and Barbara Warnick Silberman, "A History of Houses in Maywood, Arlington County, Virginia," 1987, Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 1.

¹⁶ Baker and Silberman, p. 1.

¹⁷ "Maywood," p. 1.

¹⁸ Brown, p. 1.

¹⁹ Brown, p. 1.

²⁰ Brown, p. 8.

²¹ Brown, p. 8.

²² Genie Applegate and Terri Brown, "80 Years of Maywood," 1989, Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia.

²³ "Maywood," p. 2.

²⁴ "Hugh A. Thrift, Builder, Active in YMCA, Church," *Evening Star*, March 13, 1962, Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

²⁵ Applegate and Brown.

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²⁶ Silberman and Baker.

²⁷ “Hugh A. Thrift, Builder, Active in YMCA, Church.”

²⁸ “Hugh A. Thrift, Builder, Active in YMCA, Church.”

²⁹ “Hugh A. Thrift, Builder, YMCA Leader is Dead,” *Washington Post*, March 12, 1962, Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

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³⁸ Silberman and Baker.

³⁹ Silberman and Baker.

⁴⁰ Applegate and Brown.

⁴¹ Silberman and Baker.

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⁴² Silberman and Baker.

⁴³ Silberman and Baker.

⁴⁴ "Maywood: A History by Bob McAtee," January 26, 1984, Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 1.

⁴⁵ Deed Book 120, Page 552, Arlington County Land Records, Arlington County Courthouse, Arlington County, Virginia.

⁴⁶ Silberman and Baker.

⁴⁷ Applegate and Brown, p. 3.

⁴⁸ Applegate and Brown, p. 2.

⁴⁹ Applegate and Brown, p. 2.

⁵⁰ Brown, p. 7.

⁵¹ Baker and Silberman, p. 37.

⁵² Brown, p. 7.

⁵³ Baker and Silberman, p. 38.

⁵⁴ Silberman and Baker.

⁵⁵ "Maywood," p. 3.

⁵⁶ "Maywood," p. 2.

⁵⁷ "Maywood," p. 2.

⁵⁸ Baker and Silberman, pp. 28, 47.

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⁵⁹ Baker and Silberman.

⁶⁰ Baker and Silberman.

⁶¹ Baker and Silberman.

⁶² Baker and Silberman, p.39.

⁶³ Applegate and Brown.

⁶⁴ Baker and Silberman, p.14. The story of Harvey Beall having constructed the garage behind his house is derived from oral history accounts.

⁶⁵ Applegate and Brown, p. 3.

⁶⁶ Kathryn Holt, "Cherrydale: Cherries, Characters, Characteristics," (Sterling Press, 1986), p. 108.

⁶⁷ Holt, p. 108.

⁶⁸ Holt, p. 103.

⁶⁹ Baker and Silberman.

⁷⁰ "Maywood: A History by Bob McAtee."

⁷¹ Deed Book 120, Page 552, Arlington County Land Records, Arlington County Courthouse, Arlington County, Virginia.

⁷² Baker and Silberman, p. 3.

⁷³ "Maywood: A History by Bob McAtee," p. 3.

⁷⁴ "Maywood: A History by Bob McAtee," p. 9.

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⁷⁵ “Maywood: A History by Bob McAtee,” p. 6.

⁷⁶ Baker and Silberman, pp. 55-56.

⁷⁷ Applegate and Brown, p. 2.

⁷⁸ Holt, p. 49.

⁷⁹ Holt, p. 49.

⁸⁰ Carol Griffie, “W&OD Nears End of Line,” Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁸¹ Silberman and Baker.

⁸² “Washington & Old Dominion Railway,” Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁸³ “Parkway Citizens Association Charter Federation Member,” March 14, 1955, Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁸⁴ “Parkway Citizens Association Charter Federation Member.”

⁸⁵ “Maywood: A History by Bob McAtee,” p. 6.

⁸⁶ “Maywood,” p. 4.

⁸⁷ “Maywood: A History by Bob McAtee,” p. 7.

⁸⁸ Silberman and Baker.

⁸⁹ Silberman and Baker.

⁹⁰ Silberman and Baker.

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⁹¹ “Maywood: A History by Bob McAtee,” p. 8.

⁹² Brown, pp. 5-6.

⁹³ Arlington County Historical Affairs and Landmark Review Board, “Maywood: Homeowners Handbook: Design Guidelines,” Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington.

⁹⁴ Brown, p. 5.

⁹⁵ Sanborn Fire Insurance Company, “Sanborn Fire Insurance Map, Arlington, Virginia, 1936,” (Sanborn Fire Insurance Company, 1936), Sheets 33-35. The survey of Maywood revealed a number of garages built before 1936 are still standing.

⁹⁶ Sanborn Fire Insurance Company, 1936.

⁹⁷ Holt, p. 124.

⁹⁸ Sanborn Fire Insurance Company, “Sanborn Fire Insurance Map, Arlington, Virginia, 1959,” (Sanborn Fire Insurance Company, 1959), Sheets 34-35.

⁹⁹ Baker and Silberman, p. 3.

¹⁰⁰ Baker and Silberman, p. 3.

¹⁰¹ Baker and Silberman, p. 3.